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SOURCE Lesnaya Promyshlennost', No 4, 1949.SEASONAL VARIATIONS IN LOGGING CRITICIZED

A. I. Sakovskiy

Machines, equipment, and horses of timber managements must be used for logging all year round to assure rhythmic monthly and daily fulfillment of established production and processing norms. Achievement of this has been facilitated by an increase in permanent working personnel in logging.

The advantages of the winter season to logging are the use of sledges and the great numbers of available seasonal workers temporarily relieved from their agricultural jobs. Since the equipment is handled primarily by permanent personnel, the addition of seasonal workers is not of major significance. On the other hand, the summer season offers mechanized logging many advantages. The absence of a deep cover of snow benefits mechanized felling and hauling over rail and log roads.

The tradition of seasonal work in logging enterprises is still very strong. In recent years 34 - 38 percent of the total yearly haulage of wood has been carried out in the first quarter, 25 - 29 percent in the fourth quarter, and in the second and third quarters (summer) only 16 - 19 and 19 - 22 percent, respectively.

The use of tractors on ice increases the volume of haulage in the first and fourth quarters. This seasonal activity is quite understandable, but there is no justification for the irregular use of truck and rail transport according to the month of the year. A graph of monthly timber haulage by truck and rail transport is appended. It is evident from this chart that truck haulage for the 5 winter months is twice that of the remaining 7 months. This discrepancy is caused by a lack of durable summer roads for timber haulage. As a result, timber hauling by trucks is confined to poorly constructed dirt roads which are completely dependent on the weather and the time of year.

The appended graph reveals that permanent, year-round rail transport is only utilized half as much in the summer months, which are most suited for this form of transport, as in the months of March and December, for example. The reason for this lag is the fact that many roads for rail transport of timber are not equipped with

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the necessary machines and workers for effective summer utilization. At the Uima Road of the Ustyugles, at the Kovrov Road of the Glavbumles, and at many other places where narrow-gauge railroads have been set up and a technique of continuous work has been developed, timber is hauled regularly and efficiently even in the summer months.

The seasonal nature of logging in the past few years may be partially explained by the divergence between the capacity of mechanized main-line timber transport and the available equipment for felling, skidding, and loading of timber. This divergence is now being reduced. Permanent personnel, electric power plants, electric saws, trailer tractors, and winches all make it possible to provide mechanized transport with continuous work during the summer.

The planned volume of logging work for the summer of 1949 exceeds that of the previous summer. Conditions for fulfillment of this increased quota have also been improved. The number of roads for mechanical and horse-drawn rail transport have been increased. Logging enterprises have received many trailer tractors and winches. Mechanical loading cranes have been put into use in the forests. The number of permanent workers will increase as living conditions improve and wages rise.

The trailer-tractors recently put into use perform very well in the hands of skilled drivers. For example, a driver of the Ministry of Timber and Paper Industry of the Karelo-Finnish USSR, using the KT-12 tractor, hauled over 100 cubic meters of timber per shift. There are many examples of successful use of tractors.

Komipermles, Vologdobumles, and Cherepovetsles trusts have all achieved good results with winches, especially the three-drum winch.

Winches, trailer tractors, loading cranes, electric power plants, and all transport equipment must be adapted to summer logging and must be concentrated at summer logging camps.

Rights of way for modern roads to handle mechanized vehicles must be surveyed, and roads must be built. The roads must be sufficiently long for skidding to be restricted to the prescribed distances.

For the summer of 1949, truck transport will determine, to a great extent, the success of haulage fulfillment. Therefore, good, durable all-weather motor roads must be built. The timber management of the Pechorles Trust has set a good example in road construction under difficult conditions in 1947 and 1948.

In addition to road construction, motor vehicles must be provided. All wood-hauling trucks must be equipped with semitrailers. Hauling of wood in truck bodies is categorically forbidden.

Haulage of timber by steam and motor rail transport must be organized on a year-round basis. To fulfill the plan set for summer haulage along these roads, equipment for mechanizing felling, skidding, and loading wood must be concentrated in enterprises with narrow-gauge railroads, and additional personnel must be assigned to those enterprises which are less effective in summer wood haulage.

Horse-drawn rail transport must be organized at a high technological level. Timber hauling by horses must be carried out only over rail or log roads. The quantity of rails which timber enterprises have at their disposal will make possible the construction of two or three horse-drawn-type railroads in every timber management.

Summer timber felling can be almost 100-percent mechanized. Timber managements have sufficient electric power plants and electric saws for this purpose.

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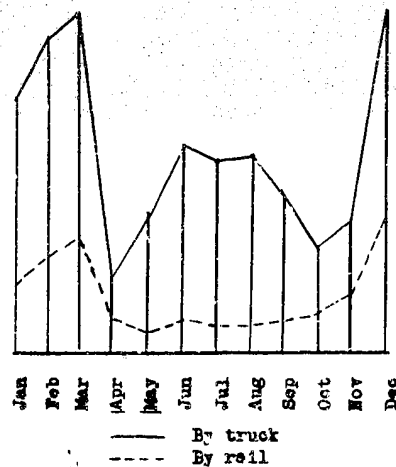
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From the first day of the summer season the workers of trusts and timber managements must direct all their efforts toward carrying out ahead of schedule those measures which will guarantee fulfillment of the plan for summer felling and hauling.

On the basis of complete mechanization, year-round work will replace seasonal work in logging.

Graph of Timber Haulage  
by Rail and Motor Roads



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